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A View of New York City Looking Up Manhattan Island and Across the Brooklyn Bridge.
An Idea of What One May See When Crossing.

THE BROOKLYN BRIDGE

New York's Up-to-Date Merchants
a Great Feature.

Notes Picked Up on the Way Over.

The accompanying reproduction from the New York Herald of a section of the Brooklyn bridge, illustrates the advantage that merchants have taken of the enormous traffic between these two great cities. While there are other concerns than the one shown represented, the great preponderance of these particular signs evidently induced the Herald to give to its readers a general idea of what the patrons of the bridge are confronted with the year round.

The Brooklyn bridge, than which, perhaps, excepting the London bridge, there is no other equally famous the world over, connects the two cities from Park Row, New York, to Sands Street, Brooklyn. It is a grand structure and the local authorities are making it still more elaborate by the addition of imposing entrances in each city.

Work on the bridge was begun January 2, 1870, and the public had the pleasure of watching its progress for thirteen years. It was opened to the public May 24, 1883, and from that date to the present time has had an enviable record. Considering the service since rendered and the fact that the bridge has become a public necessity, the cost, which started some people at the time of its completion, is not excessive. Fifteen millions of dollars cannot exactly be called a bonanza by a majority of the residents of Greater New York, but it is not such an enormous sum when expended for such a benefit as the bridge has proven to be.

The bridge, by the way, is quite a money maker. If you walk over you are not required to pay, but that's as far as your privilege extends. You are not allowed to hang over the outer cables, and gaze at the river below in a pensive way, nor, if you carry a suspicious-looking bundle which might contain a diving outfit you are arrested at once as an intending imitator of "Steve Brodie," the bridge jumper, actor, saloon owner and real estate dealer.

If you decide to forego the pleasures of the promenade and ride in one of the company's cars the privilege will cost you three cents. Better pay a nickel and get two tickets. If you are riding horseback you must give up three cents for your steed. The horse company has not yet started a bargain sale in horse tickets, so there will be no advantage in buying two tickets for your charger. A horse and vehicle are taxed five cents and if you are sitting behind a pair of steppers the tariff will be a dime. Each extra horse above two attached to a vehicle is charged for at the rate of three cents.

The bridge is just eighty-five feet wide and has a river span of 1,595 feet. Each land span has a length of 520 feet. The length of the Brooklyn approach is 871 feet and that of the New York approach is 871 feet. The length of the carriage way is 5,828 feet, and the total length of the bridge, with extensions, 6,527 feet.

high water, is 119 feet 3 inches.

There are four cables, the diameter of each being 15 3/4 inches. The length of each single wire in the cables is 3,578 feet 4 inches. The ultimate strength of each cable is 12,000 tons. Each cable contains 5,226 parallel (not twisted) galvanized steel oil-coated wires, closely wrapped to a solid cylinder 15 3/4 inches in diameter. The permanent weight suspended from the cables is 14,650 tons.

For the year ended December 31, 1900, 55,792 passengers were carried by the bridge cars alone, and the receipts from this source amounted to \$1,478,734, and from the carriage way \$112,418.

A magnificent view of the river and harbor is afforded as well as that of both cities. Governor's Island, Bedloe's Island and the Statue of Liberty. To the south lies Brooklyn; its broad area carrying the vision as far as the eye will reach. To the north, New York; its marble skyscraping buildings, golden domes, huge chimneys and noted spires all combine to photograph on the mind one grand panorama never to be forgotten. Not the least interesting feature of the free exhibition is the multiplicity of strikingly conspicuous signs, notwithstanding many people are of the opinion that they mar the general view.

BENNINGS RACES.

Cold Weather Cut Down Attendance, But Betting Was Heavy.

(By Associated Press.)

WASHINGTON, D. C., Nov. 18.—The cold, threatening weather held down the attendance at the racing today, but there was little diminution in betting. Favorites again had a bad day, only two, Tour and Andy Williams, winning. The latter, a 1-to-2 shot, won by a nose after the most exciting finish in the meet. Nine sentences in the last race reduced the field to three starters. Caribuckie easily beat Potentate, the odds on favorite, in 2:34, lowering the track record by three seconds. The best previous record was 2:37, made last fall, also by Caribuckie. Summaries:

First race—seven furlongs—four (6 to 1) first, Ballou (2 to 1) second, Habana (5 to 1) third. Time, 1:29 3/4.

Second race—five and a half furlongs—Wassett (5 to 2) first, Justice (5 to 1) second, Lordlove (2 to 1) third. Time, 1:29 3/4.

Third race—mile and forty yards—Andy Williams (1 to 2) first, Ohnet (4 to 1) second, Lord Over (10 to 1) third. Time, 1:37 1/2.

Fourth race—six furlongs—Rose of May (1 to 1) first, Hans Wagner (3 to 1) second, Midlander (5 to 1) third. Time, 1:16 1/2.

Fifth race—one and a sixteenth miles—Warranted (10 to 1) first, Myntner (7 to 1) second, Punctual (3 to 1) third. Time, 1:52 3/4.

Sixth race—one and three-sixteenths miles—Caribuckie (6 to 5) first, Potentate (9 to 1) second, Raffaello (5 to 1) third. Time, 2:04.

St. Albans, 17; Hamd n-Sidney, 0.

(Special Dispatch to The Times.)

HAMPDEN-SIDNEY, VA., Nov. 18.—The foot-ball game played here this afternoon between Hampden-Sidney and St. Albans resulted in a victory for St. Albans by a score of 17 to 0. The game was played well throughout, but in weight the visitors averaged twelve pounds more. The work for St. Albans was done by Paul, Sain, Taiton and Hammon, while for Hampden-Sidney, Jones, Gillen, Graham and Payne played well. The scores were twenty-five and twenty minutes.

POLITICAL TALK
AND POLITICIANSGossip About Public Matters of
Sweeping Moment.

There is going to be a great fight in the State Committee over the adoption of a primary plan for State officers and United States Senators, and it is evident that an attempt will be made to extend it to all minor positions, so as to make it ineffective.

Mr. W. A. Jones was so anxious for primaries in 1907 that we feel like giving him a good dose of them. It is a sample of the remarks made by the original anti-primary people, and they say they will apply the rule to everything from the most insignificant county officers up to senators. "Let it be top-heavy and objectionable," one of them said the other night. "The people ought to have what they want." Enormous cost, probabilities of fraud and the exclusion of men of moderate means from securing honors are some of the objections urged against primaries, but the people who talk these things say it shall, if possible, be made to apply to every officer in county, city and State alike.

There is considerable talk along the line that Attorney-General-elect W. A. Anderson may appoint Colonel Robert Catlett, of Lexington, to the position of Assistant Attorney-General, on the first of January, when the former assumes charge of his new office.

It will be recalled that Colonel Catlett managed Major Anderson's fight for the nomination in a very able manner, and it is said if he declines the place, he has good claims upon the new Attorney-General. Colonel Catlett was recently defeated for the Senate in the Seventh District, after one of the most gallant fights ever made by a Democratic nominee. It is said that Major Anderson's time will largely be taken up with his convention duties until the next adjournment, and that Colonel Catlett will be an admirable man to represent the State in courts in the meantime.

Major Anderson has not yet said whom he will appoint, and Mr. Russell, chairman of this city, is an applicant for the position.

The friends of Hon. Samuel J. Kelley are very active in his interest for the position of Speaker of the next House of Delegates, for which he is a prominent candidate, and they express the utmost confidence that he will win.

Mr. Ryan, who is the only other candidate, was here last week, and claimed that his election was assured.

The fight promises to be a spirited one, and both the candidates will enter the arena with strong backing. Either Hon. B. C. Folkes or Hon. C. M. Wallace, Jr., will present Mr. Kelley's name, and that of Mr. Ryan will probably be laid before the caucus by Captain Robert E. Lee, Jr., of Fairfax.

AGAINST UNDERSTANDING.

The regular employment provision of the Thom plan has not been prepared to accept, but if the understanding feature was taken out of it he would vote for it.

He said he proposed to greatly amend the plan submitted by him. It would cut out as many negroes as the Daniel plan and have no understanding clause or administrative feature at all. He was opposed to any plan that did not require the election officers to assist any applicant in the preparation of his ballot. He said the Walton law bill, which had demonstrated the fact that the pencil was mightier than the pen or the sword.

NEW MEN PUT IN
THE R. F. & P. BOARD

(Continued from First Page.)

The recent establishment of a double daily Seaboard Air Line passenger service must, for some time at least, increase the disproportion, but the board hopes that the revenues from this and other service may be enhanced to an extent sufficient to cover the abnormal expenditure for passenger train service.

"This hope has not as yet been realized. The average number of passengers carried per train decreased more than 16 per cent, although the total number carried was greater. The direct influence of excessive train mileage upon the cost of transportation is manifest. In this matter, as in some others, the board has been controlled by considerations apart from the strict economies of cost."

FINANCIAL CONDITION.

The outstanding bonded debt of the company on June 30, 1901, was:

4 1/2 per cent, payable 1st April, 1909.....	\$50,000 00
5 per cent, payable 1st July, 1909.....	12,500 18
5 per cent, payable 1st July, 1902.....	15,500 25
6 per cent, payable 1st November, 1901.....	25,000 00
Total.....	\$103,000 43

At date of the report (November 1, 1901) the bonded debt outstanding is:

4 1/2 per cent, payable 1st April, 1909.....	\$50,000 00
4 1/2 per cent, payable 1st July, 1902.....	13,500 25
Total.....	\$63,500 25

All the balance have either been converted into stock or paid off and canceled, except \$24,000 of the 6 per cent, maturing in the first instant, which have not been presented by owner.

The large reduction in debt of the company from \$172,038.43 on June 30, 1900, to present figures has been accomplished by the exchange of \$41,300 convertible bonds for common stock, in accordance with terms of the bonds, and the payment in cash of the balance out of funds in hand, supplemented by a temporary loan of \$145,000, without as yet disturbing investments, which were increased during the year by the sum of \$82,120.18.

These investments consist of railroad bonds of the face value of \$286,693. They cost \$111,745.35 and are worth at present market rates about \$125,000.

The property account has been increased by the purchase of land near Richmond and at way-stations, costing \$8,452.38.

The capital account of the company on June 30, 1901, was: Common stock, 13,189 shares, \$1,218,200; guaranteed stock, 5,000 shares, \$500,400; dividend obligations, 10,720 shares, \$1,720,600. Total shares, 28,909.

Gold for Export.

(By Associated Press.)

NEW YORK, Nov. 18.—The following gold engagements have been announced for shipment to Europe to-morrow: Lazard Freres, \$2,500,000; Edelbach, \$1,500,000; Kildner, Peabody and Company, \$750,000; Goldman, Sachs and Company, \$1,000,000; National City Bank, \$1,500,000. Total, \$7,000,000.

\$2,850,200.

There are now outstanding no bonds which are convertible into stock.

No Changes in Coast Line.

The stockholders of the Atlantic Coast Line held their meeting immediately following that of the Richmond, Fredericksburg and Potomac and remained in session until late in the afternoon. The report of the Board of Directors was submitted and approved, and the present officers were re-elected: W. G. Elliott, president; A. Walters, first vice-president; Alexander Hamilton, second vice-president; C. S. Gadsden, third vice-president; James F. Post, secretary and treasurer. Directors: H. Walters, Michael Jenkins, Baltimore; Walda Newcomer, Baltimore; E. B. Borden, Goldsboro; W. D. Lassiter, Petersburg; J. W. Norwood, Wilmington; Donald McKee, Wilmington; H. B. Short, Lake Washington; N. C. J. J. Lucas, South Hill, S. C.; and W. F. Scott, city.

Mr. Goodwin for Station Agent.

It is understood that Mr. E. P. Goodwin, chief dispatcher of the Chesapeake and Ohio, will be made station master of the new union station of the Chesapeake and Ohio and the Seaboard Air Line.

It is probable C. W. Morris, present ticket agent at the Broad-Street station of the Chesapeake and Ohio, will be made ticket agent at the new station, and W. J. May, the Seaboard agent, his assistant.

Mr. W. H. Allen, traveling passenger agent of the Wisconsin Central, was in the city yesterday.

The Norfolk and Western will run a special to Norfolk on Saturday, giving rates of \$1.25 for the round trip, for the accommodation of the crowd going from here to witness the Virginia-North Carolina foot-ball game.

The train will leave here at 9 o'clock, and, returning, leave Norfolk at 7:30.

A change contemplated in the schedule of the R. F. & P. will go into effect on the 24th, cutting down the time between here and Washington twenty minutes. The run will be made in three hours, leaving here about 12:30. It will be composed of Pullman sleepers, day coaches and dining-cars of the latest design.

The Southern Railway, on and after the 24th, will run through from Washington to Jacksonville, Fla., by way of Richmond, one of the most splendid trains ever put on in this territory. This train will afford the best service ever given by the line over this territory.

With this new service one can leave Washington at 10:50 A. M., Richmond at about 2:40 P. M., reaching Jacksonville the following morning at 9 o'clock; Atlanta at 6:10 A. M.; New Orleans, 5:30 P. M.; Memphis, 7:10 P. M.; Chattanooga, 7:40 A. M., and to all other points in the South and South-west similar quick service is offered.

Following are the estimated earnings of the Norfolk and Western: For the second week in November, \$34,500; same week previous year, \$29,137; increase, \$5,363; for month to date, \$29,832; same period previous year, \$25,211; increase, \$4,621; July 1st, 1901, to latest reported previous year, \$5,027,633; increase, \$152,350.

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ANCIENT RELICS.

Nut-Crackers Found Under Root of Tree at Monticello.

(Special Dispatch to The Times.)

CHARLOTTESVILLE, VA., Nov. 18.—Randal Holmes, a colored man of this city, while working on the east lawn of week, unearthed a pair of nut-crackers from under the roots of an old locust stump.

The instrument was three feet in the ground, and had evidently been in hiding place a long time. It seemed almost a solid mass of rust, so thick was it coated. After several days in oil, the nut-cracker was sufficiently freed of rust to enable it to be opened. Too much rust had become decomposed, to allow any markings to be discernible. Holmes thought the tree was "certainly standing in Col. Jefferson's time," though nothing but a decayed stump now remained.

A tomahawk was also found by Holmes a few days previous to the discovery of the nut-cracker. It is a good specimen. The find was made on the Kewick side of the mountain, near its base.

LOWER COURT UPHeld.

Supreme Tribunal Passes on Question of Express Company and Taxes.

(By Associated Press.)

WASHINGTON, Nov. 18.—Justice Harlan in the United States Supreme Court to-day handed down the opinion of the court in the case of Dinsmore against the Southern Express Company, coming to the court on a writ of certiorari from the Circuit Court of Appeals for the Fifth Circuit.

The case involved the requirement of the express company that shippers should themselves affix the revenue stamp on bills of lading, which were made necessary under the war revenue act of 1868. The case originated in Georgia, where complaint was made before the State Railroad Commission, owing to the express company's stamp regulations. That commission made an order requiring the express company to supply the stamps, with which the company expressed a willingness to comply. Mr. Dinsmore, a stockholder in the express company, brought suit to enjoin the company.

The Circuit Court of Appeals decided against him and he brought the case into the Supreme Court.

Justice Harlan's opinion affirms that of the Circuit Court, largely on the ground that the amendatory act of the last session of Congress had repealed the stamp tax on bills of lading of express companies.

ASTARTLING SURPRISE.

Very few could believe in looking at A. T. Healey, a healthy, robust blacksmith of Tiden, Ind., that for ten years he suffered such tortures from Rheumatism as few could endure and live.

But a wonderful change followed his taking "Electric Bitters." "Two bottles wholly cured me," he writes, "and I have not felt a twinge in over a year." These "Electric Bitters" purify the blood and cure Rheumatism, Neuralgia, Nervousness, indigestion and give perfect health. Try them. Only 50 cents at Owens and Minor's Drug Company.

TOY-BOYS!! TOY-BOYS!!

Wholesale at Meyer's Warehouse, Brook Avenue and Clay Street.

In Japan there are less than 400 men who have \$50,000 apiece.

RUSTIN APPOINTED.

Expert from Omaha and the Pan-American Will Do His Third Great Task.

(By Associated Press.)

ST. LOUIS, MO., Nov. 18.—It is announced unofficially that Henry Rustin, chief of the Mechanical and Electrical Bureau at the Pan-American Exposition, who devised and carried out the scheme of electrical illumination, and who did the same work for the Omaha Exposition, has been engaged for the World's Fair. He will come to St. Louis in a few days, so as to familiarize himself with the details of the architects' plans and to study out the possibilities for electrical effects upon the buildings and grounds. Extraordinary electrical features are contemplated, requiring a 20,000 horse power plant.

Mason and the "Foraker Boom."

It isn't every man who can launch a "presidential boom" one day and haul it in the next, as though it were a Chinese kite. It isn't every man who can start United States senators on the road, or the White House just for "a joke," either. That's what our own Senator Mason did down in the little town of Warren, O., the other day. In a burst of hubbly-billy-mason "electroencephalic" to tickle the spell-bound "cuckeyes" by declaring that Senator Foraker is the "great successor of McKinley for President of the United States. In fact, he then and there let loose a highly inflated Foraker presidential boom."

The dispatches gave us no account of the "subsequent proceedings" as to how Senator Mason escaped personal violence or whether he was permitted to finish his speech or not. The next we hear about it is that the Illinois Senator did it for "a joke," and that he merely desired to "jolly" the Buckeye friends of Foraker—(whoever they were)—Chicago Record-Herald.

Crete.

For more than 20 years Crete has been to Turkey what Ireland is to Great Britain, an unwilling appendage, ruled by force, never assimilated, and making frequent ineffectual efforts to break away. Since the insurrection of 1898 it has been virtually free, but still nominally under the suzerainty of Turkey. Now it is reported that a decision has been reached annexing the island to Greece, and since the word comes from St. Petersburg, it is apparent that, if the news is true, the decision was made by the Czar. What its effect will be on the future of the country is directly affected remains to be seen.—Philadelphia Ledger.

Sweetly Awake.

The ten-year-old daughter of a portly lady seemed overjoyed when her mother promised to take her to a concert on the following evening, and running off to her little writing desk, produced a dainty diary and made a few notes on it.

"I should dearly like to see what the darling girl has confided in her diary," said the mother to her husband when the child had gone to bed. "What do you think?"

"Oh, read it by all means," he answered. "It's sure to be something sweetly innocent."

So the portly lady, not about a few quarts of conscience, opened the newly-battered entry, which read as follows:

"Tuesday—Am going to the concert to-morrow with mother. Wish I could leave half of her at home. It's so uncomfortable to sit on the edge of a chair all night."

—London Tit-Bits.